

## CDRC – Project Statement

Project: Tucson Convention Center  
Lot A Garage  
260 S Church Ave

Activity Numbers: RNA-DRB 20-07  
HPZ 20-073

### Project Description:

- A. The proposed project is to update the west side of the TCC campus to meet the requirements of the PAD and the underlying UDC items that the PAD is silent on. The project will also construct a +/- 550 stall 5 story parking garage located on the west side of the Tucson Convention Center Music Hall in the existing parking lot C and Construct a new meeting room addition at the West end of the existing exhibition hall in the eastern end of Parking Lot B. While the TCC has it own PAD (5) it was determined by the Director of PSDS in a letter dated 6/7/19 (attached), that the PAD is silent on a specific design review process and therefor will go through the RNA design review process.
- B. Existing Zoning:
  - a. PAD-5 (Attached)
- C. Address/Parcel # - 260 S Church Ave, parcel #'s 11720026A and 11720029A
- D. Last approved used – Surface Parking. Proposed Use, Parking Garage and Meeting rooms
- E. Parking Garage Height: 44'-0" to 5<sup>th</sup> floor guard rail, 54'-0" to top of elevator shaft  
Meeting Room Height: 39'-0" to Parapet, Matching '88 Exhibition Hall height
- F. Tucson Convention Center Arena height - +/- 39'-0"
- G. This project is the second part of a phased revitalization plan for the TCC campus approved by the Rio Nuevo Board in 2019. In addition to the Site upgrades, lot C parking garage and the meeting addition, there are several additional elements
  - a. Renovation of the existing TCC meeting rooms, exhibition hall and ball room
  - b. New 390 stall parking garage in Lot A on Church
  - c. Renovation of the interior of the Music Hall
  - d. Renovation of the interior of the Leo Rich Theater
  - e. Restoration and reactivation of the Ecko Landscape

## Building Design Standards:

Development within the RNA is required to comply with the following building design standards.

1. The proposed buildings shall respect the scale of those buildings located in the development zone and serve as an orderly transition to a different scale pursuant to the Transition Standards in Section 5.12.8.B. Building heights with a vastly different scale than those on adjacent properties should have a transition in scale to reduce and mitigate potential impacts. In areas undergoing change, long-range plans should be consulted for guidance as to appropriate heights. **Proposed building heights are in scale with adjacent Arena, Music Hall, Hotels, and Parking garages**
2. All new construction must be consistent with the prevailing setback existing within its development zone except that the PDSD Director may approve a different setback than the prevailing setback upon a finding that a different setback is warranted by site conditions or applicable development design goals consistent with Section 5.12.1, Purpose, and the proposed setback will not be incompatible with adjacent properties, as defined in Section 11.4.2.A. **PAD-5 allows a 0'-0" street setback, proposed garage development has a set back of 0'-0" from Granada, the meeting room addition has a setback of 141' from Cushing and 335' from Granada**
3. All new construction shall provide scale-defining architectural elements or details at the first two floor levels, such as windows, spandrels, awnings, porticos, cornices, pilasters, columns, and balconies. The overall TCC campus, including the hotel development provide similar detailing.
  - a) **The Lot C garage development has smaller scale details in the spandrel panels, block infill, screening, and stair detailing. Columns on all 4 sides, walkway portico on the south, cantilevered parking deck from 3<sup>rd</sup> floor up on the south that resembled cantilevered balconies.**
  - b) **The meeting room addition will also have fenestration, opening, and detailing to break down the mass of the addition.**
4. Every commercial building frontage shall provide windows, window displays, or visible activity within and adjacent to the building at the ground floor level, with a minimum of 50 percent of the building frontage providing such features. **Considering the TCC campus and the PAD-5 intent is to develop a functioning convention center, the Hotel development, Theaters, Existing Meeting Rooms, and New Meeting rooms. The Lot C Garage is intended**

to maximize available parking on the West side of the facility to alleviate parking issues in the adjacent neighborhoods. There will be space set aside for future retail on Grananda.

5. A single plane of a façade at the street level may not be longer than 50 feet without architectural relief or articulation by features such as windows, trellises, and arcades.

- a) Lot C Garage - Column spacing, block infill, and screening create a street level architectural relief.
- b) Meeting room addition - will have relief and fenestration in the West facing wall to break down the mass of the addition.

6. Building façade design shall include pedestrian-scaled, down-shielded, and glare-controlled exterior building and window lighting. Exterior building lighting is limited and complies with the City of Tucson Outdoor lighting ordinance. The overall site lighting is being supplemented to meet minimum safe lighting levels throughout the campus in compliance with the OLC

7. The front doors of all commercial and government buildings shall be visible from the street and visually highlighted by graphics, lighting, marquees, or canopies. The primary building entrance for the TCC on the west side will still be the main lobby, the access to the meeting room addition will primarily be through the addition. The garage is an accessory use to the TCC and will have clear entry locations

8. Modifications to the exterior of historic buildings shall complement the overall historic context of the Downtown and respect the architectural integrity of the historic façade. No historic façade's are impacted

9. Buildings shall be designed to shield adjacent buildings and public rights-of way from reflected heat and glare.

- a) Lot C Garage - Building is entirely constructed of non-reflective materials. Enhanced ADA pedestrian passage were design connecting Music Hall and parking garage entry and elevator. Improved landscaping and cantilevered building overhangs on the south were used to shield pedestrian pass.
- b) Meeting Room Addition – the glazing placement, building orientation, and overhangs will meet this requirement.

10. Safe and adequate vehicular parking areas designed to minimize conflicts with pedestrians and bicycles shall be provided.

Lot C Garage - Primary use is to provide parking for the TCC, pedestrian and vehicular conflicts have been identified and designed to enhance the pedestrian experience and safety  
Meeting Room Addition – The primary entry into the meeting room addition will be through the main lobby, the existing parking areas and pedestrian access will remain unchanged.

11. Adequate shade shall be provided for sidewalks and pedestrian pathways, using shade structures or vegetation, where permitted by the City of Tucson. Side walks and pedestrian ways have been designed to provide an improved pedestrian experience and to improve pedestrian safety.

12. Colors may conform to the overall color palette and context of the Downtown area, or may be used expressively to create visual interest, variety, and street rhythms. The rationale for an expressive or idiosyncratic use of color shall be described in the site plan submittal. Forms and colors are intended to be compatible with the TCC campus and act as a background building, not a primary feature

13. New buildings shall use materials, patterns, and elements that relate to the traditional context of the Downtown area. Forms and colors are intended to be compatible with the TCC campus and act as a background building, not a primary feature

14. Twenty-four-hour, street-level activity is encouraged by providing a mixture of retail, office, and residential uses within each building. Considering the TCC campus and the PAD-5 intent is to develop a functioning convention center, the Hotel development, Theaters, Existing Meeting Rooms, and New Meeting rooms meet this requirement. The Lot C Garage is intended to maximize available parking on the West side of the facility to alleviate parking issues in the adjacent neighborhood. There will be space set aside for future retail on Grananda.

15. Primary public entries shall be directly accessed from a sidewalk along a street rather than from a parking lot. Public access to commercial and governmental buildings shall be provided at sidewalk grade. The primary floor of, and access to, residential structures may be elevated. Secondary access may be provided from off-street parking areas. Primary public access is designed to allow safe and efficient access to the TCC

#### **Site Design Standards:**

1. Vehicular Circulation

- a. All parking area access lanes (PAALs) adjacent to buildings shall have pedestrian circulation paths between the PAAL and the building, with a minimum width of six feet. **Complies**
- b. The locations of all points of vehicular ingress and egress shall be perpendicular to the intersecting street. Points of ingress and egress points shall be designed to minimize vehicular/pedestrian and vehicular/bicycle conflicts. Adequate storage for vehicular queuing at parking facilities shall be contained on site. Right turn bays are strongly discouraged. Points of ingress and egress shall be minimized wherever possible. Additional temporary ingress and egress locations may be permitted for parking structures when occasional high peak period traffic flows (i.e., parking facilities for event venues) are anticipated. **Complies**

## 2. Parking

- a. General Parking standards are listed in the Section 7.4. Some properties in the RNA may also be located in the Downtown Parking District, which allows a reduction in the number of parking spaces as provided in Section 7.4.5.B. **Parking requirements are addressed in PAD-5 and the proposed development is in compliance**
- b. Screening of Parking All new parking shall be designed so that vehicles are not visible from the adjoining street level, through incorporation of pedestrian arcades, occupied space, or display space. **Vehicles inside the parking structure are screened through the use of screening on the garage structure and the new landscaping**
- c. Employee Parking Employee parking for all uses should be provided at remote locations in order to maximize the availability of space for development. **Employee parking is provided in lot C adjacent to the Service yard and is not impacted by this project**

## 3. Plazas and Open Space The fundamental objective of the design standards in this Section 5.12.7.D.3 is to encourage public and private investments to enhance the character and function of Downtown's pedestrian environment.

- a. Plazas and Pedestrian Nodes: Five percent of the gross floor area of new construction shall be provided in public plazas or courtyards. Plazas, courtyards, and patios are landscaped outdoor areas designed to accommodate multiple uses, from large gatherings of people for performing arts to smaller gatherings. The plazas and courtyards will be one of the ways

that spaces and uses can be linked. The requirement of this section may be waived or reduced by the PDSD Director upon a finding that the development enhances the downtown pedestrian environment without or with a smaller percentage requirement. **The TCC Renovation Master Plan includes the restoration and reactivation of the historic Garrett Eckbo designed plaza, our site approach is intended to focus the activation in the historic landscape by providing a better pedestrian connections throughout the site.**

- b. Viewshed Corridors: Views of all historic properties and all natural elements surrounding the Downtown should be considered during design. Plazas, courtyards, and open spaces shall be sited to include views to other public spaces, where feasible. **Complies**
- c. Linkages (Physical and Visual) Neighborhood linkages shall be maintained throughout Downtown. **Complies**

#### 4. Streetscape

- a. Streetscapes must be consistent with the Streetscape Design Manual. In streetscape design, priority is given to pedestrians. **Complies**
- b. Shade Shade shall be provided for at least 50 percent of all sidewalks and pedestrian pathways as measured at 2:00 p.m. on June 21 when the sun is 82° above the horizon (based on 32°N Latitude). Shade may be provided by arcades, canopies, or shade structures, provided they and their location and design characteristics are compatible with the historic and design context of the street and the architectural integrity of the building. Deciduous trees, as proposed in the Downtown Comprehensive Street Tree Plan, are encouraged to supplement existing evergreen trees. The use of plantings and shade structures in the City right-of-way are permitted to meet this standard with the approval of the Department of Transportation. The shade provided by a building may serve to meet this standard. **See attached shade study**

#### 5. Demolition of Historic Structures in the RNA9 .In the RNA, demolition of the following types of structures is reviewed in accordance with Section 5.8.10, Demolition of Historic Properties, Landmarks, and Structures. **No structures are being demolished by this development**

- a. Structures that are listed in the National Register of Historic Places or the Arizona Register of Historic Places.
- b. Structures that are eligible for listing in the National or State registers.
- c. Structures designated as City Historic Landmarks.

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